

The Hongkong Telegraph

(ESTABLISHED 1881.)

NEW SERIES No. 5756

號一初月四年四十三緒光

THURSDAY, APRIL 30, 1908.

四拜禮

號十三月四英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. CHEFOO.
Kobe. TIEN-TSIN.
OSAKA. PEI LIN.
NAGASAKI. NEWHONGWANG.
DALNY.
LYONS. PORT ARTHUR.
ANTUNG.
NEW YORK. LIOYANG.
SAN FRANCISCO. MUKDEN.
HONOLULU. TIE-LING.
ROMA. CHANG-CHUN.
SHANGHAI.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI,
Manager.

INTERNATIONAL BANKING CORPORATION.
CAPITAL PAID UP GOLD \$2,500,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$2,500,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

**NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.**
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Charbon,
Tegal, Pecalangan, Pascoean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and issues for
collection Bills of Exchange, and receives
letters of credit on its Branches and correspond-
ents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [26]

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$1,500,000 at 2/6 = \$1,500,000
Silver \$13,500,000
Total \$28,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.
E. G. Barrett, Esq., E. Shellim, Esq.,
G. Friesland, Esq., R. Shawan, Esq.,
A. Fuchs, Esq., H. A. W. Slade, Esq.,
C. S. Gubbay, Esq., H. E. Tomkins, Esq.,
C. R. Lenzmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 23rd April, 1908. [24]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3% PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [8]

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**
INCORPORATED BY ROYAL CHARTER, 1811.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. p.
annum on the Daily Balance.
On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.
CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [30]

Mails.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports	DEVANHA Capt. T. H. Hyde, R.N.R.	2nd May, Noon.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORSE Capt. G. Phillips	About 6th May	Freight and Passage.
MOJI, KOBE & YOKOHAMA	CANDIA Capt. O. Jones, R.N.R.	About 7th May	Freight only.
SHANGHAI & HANKOW	CAYLON Capt. G. W. Babot	About 9th May	Freight and Passage.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 30th April, 1908.

Intimations.

LANE, CRAWFORD & CO.
(TELEPHONE 97)

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

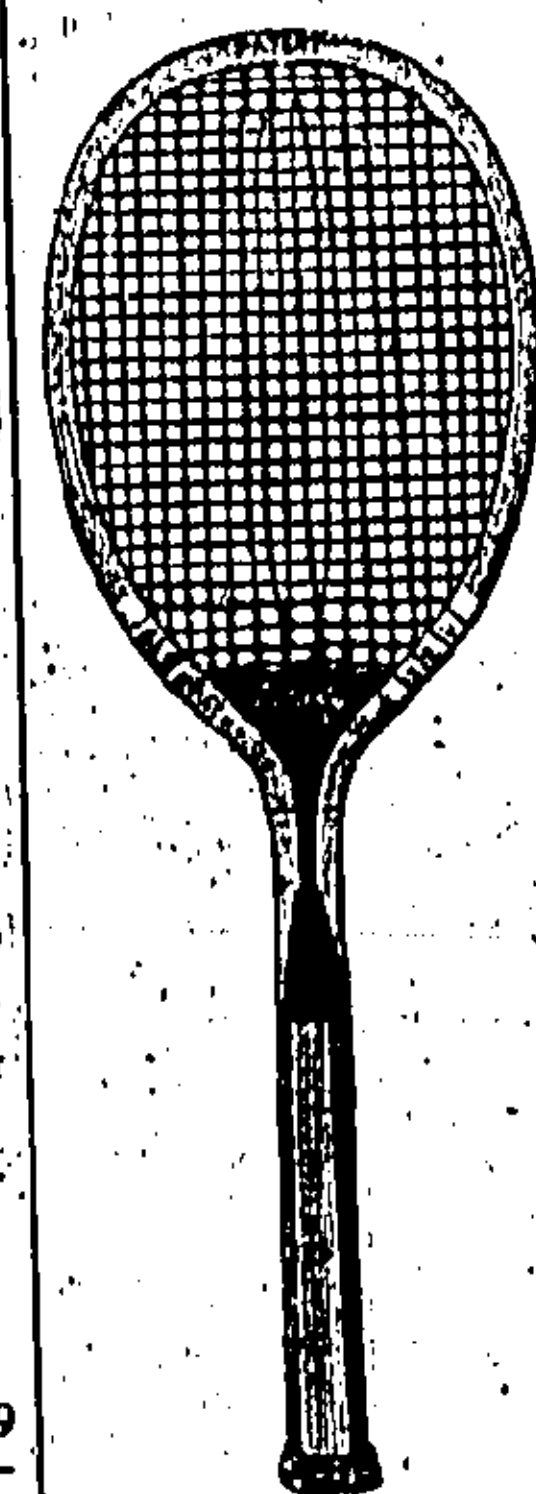
TENNIS BALLS.
\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.
\$6.50, \$8.50 and \$10.50 per pair.



LANE, CRAWFORD & CO. [38]



Telephone
No. 75.

CHAMPAGNES,
SHERRIES,
BRANDIES,
GIN,
WHISKIES,
VERMOUTHS,
BITTERS,
LIQUEURS,
MADEIRAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]



THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked Another Lot of
NEW SPRING GOODS.

Direct from Paris. [41]

CHAMPAGNE.
G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

Shipping—Steamers

**HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.**

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.
(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at
9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday,
Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing
Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are
lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 3rd May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.

A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and
from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most charming and popular resort in the
Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG.

Telephone No. 84.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern
Luxury.
Billiards and Bowling Alloys.
Moderate Terms and No Extras.
Modern Management.

JOEL OWEN,

Proprietor.

VICTORIA HOTEL, MACAO HOTEL,
(TELEGRAMS—VICTORIA—SHAMEN), (TELEGRAMS—FARMER—MACAO).
SHAMEN, CANTON, MACAO, CHINA.
ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.
H. HAYNES,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.
WM. FARMER, PROPRIETOR.

HOTEL CRAIGIEBURN,

Plunkett's Gap, the PRAX, near the TRAN THERMUM, 16, 50.
For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd July, 1908. [42]

Hotels.

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Night.

A. F. DAVIES,

Manager.

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath in Every Room.
Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

For Terms Apply to—
THE MANAGER & AGENT.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Leer	About FRIDAY, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK" Capt. J. Randemann	WEDNESDAY, Noon, 6th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. H. Förmes	About WEDNESDAY, 6th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leer	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

Hongkong, 24th April, 1908.

GENERAL AGENTS, HONGKONG & CHINA.

[8]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	11th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	AUSTRALIEN	Verros	14th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TONKIN	Charbonnel	25th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	YARRA	Sellier	26th May, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 24 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

I. MILLET,
AGENT,
QUEEN'S BUILDINGS.

[14]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

[17]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street. Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

[21]

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 24th March, 1908.

Dr. M. H. CHAVIN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
35, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.

[60]

Hongkong, 16th April, 1908.

[29]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing-Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

Shipping—Steamer.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH	JAVA	Second half April	AMOY	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJILATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland-India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 21st April, 1908.

[16]

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,
General Agents.

Hongkong, 22nd October, 1907.

[45]

Hotel.

KAMAKURA KATHIN IN HOTEL,
KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April.

[42]

ACROSS AFRICA BY MOTOR.

AN ESCORT OF SHOOTING SAVAGES.

Lieutenant Paul Gräbe, of the German Army, who is crossing the heart of Africa from Dar-es-Salaam, on the east coast, to Swakopmund, on the west, is encountering difficulties in the tropics scarcely less formidable than those Signor Sciaroglio is meeting with in the Rockies. His last stage of 225 miles has occupied nine days.

In an account written to the *Daily Mail* the Lieutenant says: Leaving Abercorn, near the southern end of Lake Tanganyika, we reached Kasama in nine days through the Chamber Valley. But we and our motor-car have had to go through a terrible ordeal. We have faced fearful trials and hardships under tropical rains, we have been delayed by raging streams and deep marshes.

We have had to cross twenty-eight swollen rivers and swamps innumerable. We have travelled on bad wooden bridges built by the natives, and often we have crossed over the wretched tottering remnants of such bridges. We have fought hard against flooding waters.

At first we journeyed through thick bush. Running and jumping near our automobile a number of Lobemba natives sing as they accompany us. Then a terrible thunderstorm bursts upon us in fury, and streams of water come down in huge waterpots. Now the underwood becomes lighter. Halt! Water! The Mombazi River is before us and rolls on its yellowish course in the middle of a swampy depression 200 yards in breadth.

There is a kind of bridge over swamp and stream, and it zigzags like a gigantic centipede. The natives rush through the storm-beaten high grass and gather sticks and branches. They drag them forth and build a small bridge over the dangerous deep mire; we widen the existing narrow bridge and repair it as best we can.

Finally, after hours of strenuous work in pouring rain, we proceed. The car is pulled forward on the perilous path; the driver grips the steering-wheel with great steadiness. We tremble. What if the wheels skid on the slippery road? We are lost if the car moves only one hand's breadth to either side. We are lost if our hands or our nerves give way on these fearful two hundred yards.

The heavy car and ourselves would fall and disappear without any possibility of rescue, in the wild stream or in the soft, deep mud. The passage seems to last an eternity. Slowly we creep forward.

We are nearly on the other side, when suddenly the car stops and is dragged backwards. We all burst into a shriek of terror. We realise what has happened. The back wheels have sunk through a hole in the bridge. The front wheels are lifted upwards. But by a stroke of luck in the midst of our misfortune the spings of the car have caught in the oblique planks of the bridge and it is wedged fast.

A feverish activity seizes us. We fasten a strong rope to the front part of the car. There is no time to waste. A catastrophe is still threatening us. The Lobemba natives are fetched back. The bridge is repaired after a mighty effort, and the natives slowly drag the car forward. The rescue is a success.

The sun is now piercing through the grey clouds, and before our eyes gleams the fresh landscape. A few miles drive and we come to another river. There are many dangers before us. Hidden in the tall grass are numberless boulders, branches, roots, and tree-trunks.

In spite of slow driving, the car here and there is thrown up in the air. It is almost impossible for the tyres and the springs to stand the shocks. When we come across gigantic rocks we have to make long detours through the thick bush, and we have several hairbreadth escapes. Invisible chasms take the wheel away from the driver's hands.

Day after day the difficulties and obstacles increase, and we nearly lose the hope of ever reaching our goal. The car, however, has worked without one breakdown since we left Abercorn. At last, on March 15, we see on the hill in front of us, the village of Kasama; the buildings of the magistrate and of the African Lake Corporation, appearing above the green landscape.

A LION AND BEAR FIGHT.

PANIC IN AN ODESSA CIRCUS.

Warsaw, March 30.

People who were at the Circus in Odessa the other night experienced more emotions than they counted for on taking their tickets. An American lion-tamer, named Savade, was exhibiting his wild beasts. During the performance one of the lions refused to obey orders to leave its stool, and finally pushed his neighbour, a white she-bear, off her seat. This aroused the ire of the lion, and he attacked the bear, who attacked the lion, filling the building with noise and dust.

When the lion caught one of his opponents by the throat, a panic arose amongst the spectators, who made a stampede for the doors, crushing and injuring one another in their anxiety to get out.

Meanwhile Savade, who was alone in the cage with all these wild beasts, threw himself with wonderful courage upon the bear, beat him with an iron rod till he rolled helpless on the ground, and when the lion began to attack the bear, shot right into his open jaws with a gun loaded with blank cartridges. The lion, leaving the bear, now sprang upon Savade, who, nothing daunted, fired into his jaws a second time. It was only then that the "king of beasts" limped back on to his stool. Savade, with a few words of apology for the interruption, carried his performance to a successful conclusion, enthusiastically applauded by those members of the audience who had the courage to return.

Nobody attempted to help the brave American whilst he was in danger, it being a notorious fact that whenever somebody is injured or hurt in a Russian town all the witnesses run away.

Intimations.

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL.

Where I am sure to find the best

FRENCH BOMBONS,

LIQUEURS,

BURGUNDY,

BORDEAUX,

CHAMPAGNE

and

CLARET.

Hongkong, 20th January, 1908.

[5]

PAEST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

[6]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence. Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

[13]

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE

STOCK OF

BICYCLES and

ACCESSORIES

at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Vœux Road.

Begin from TUESDAY, the 3rd

MARCH.

Remember we will Remove to our

Shops on the 7th inst.

DRAGON CYCLE DEPOT,

11, D'AGUILAR ST.

Hongkong, 2nd March, 1908.

[64]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what ails is absolutely essential in all such cases is a forced rest of four or five days.

VITAL STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that an eight successive day this may be more certainly secured by a course of

THE NEW FRENCH REMEDY THERAPION No. 3

that by any other in combination. So, as it is taken in accordance with the directions accompanying it, will be shattered health be restored.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH.

A new existence imparted in place of what had so lately seemed worn-out, faded, and valueless. This wonderful medicine is purely vegetable and innocuous; it is agreeable to the taste, and its action is rapid. It is suitable for all conditions, in either sex; and it is difficult to imagine a case of disease where it does not produce main features and those of debility, that will not be speedily and permanently benefited by this new-falling remedy. It is a positive medicine, which is destined to cure the debility and weakness that had produced it for the whole of the human race.

THERAPION

is sold by Chemists throughout the world. It is a French preparation. Purchasers should see that the word "THERAPION" appears on the bottle. Beware of cheap imitations. It is a new and powerful medicine, and its action is rapid. It is suitable for all conditions, in either sex; and it is difficult to imagine a case of disease where it does not produce main features and those of debility, that will not be speedily and permanently benefited by this new-falling remedy. It is a positive medicine, which is destined to cure the debility and weakness that had produced it for the whole of the human race.

Sold by all Chemists.

[65]

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

ABSOLUTE NOVELTIES.

Organdi Muslins:
Bordered Robes:
Figured Voiles:

THE HOUSE FOR LATEST FASHIONS.

Mercerised Lawns:
Stripe Zephyrs:
Costume Linens:

DAINTY FABRICS FOR PRESENT WEAR.

Wm. Powell, Ltd.,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.
Hongkong, 28th April, 1908.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW & SATURDAY,
the 1st and 2nd May, 1908, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS,

Comprising:—
CARVED CHERRYWOOD SOFAS,
TABLES, CHAIRS, STANDS, MOTHER-
OF-PEARL INLAID SCREENS AND
PANELS, SILK EMBROIDERED
SCREENS, KINKOSAN SATSUMA VASES,
BOWLS, CARVED-BRASS AND BRONZE
BOWLS AND VASES, IVORY CARVINGS,
TORTOISE-SHELL CORKNEMENTS,
ARITA and MAKUDZU WARE, OLD
IVORY NETSUKES, INRO LACQUERED
WARE, BUDDHAHS and TEMPLE ORNA-
MENTS, OLD CLOISONNE VASES, &c.
(Catalogues will be issued.)
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th April, 1908. [448]

Public Company

THE HONGKONG ELECTRIC CO. LD.

NOTICE is hereby given that the NINE-
TEENTH ORDINARY GENERAL
MEETING OF THE SHAREHOLDERS will
be held at the Company's Offices, 51, Queen's
Building, on SATURDAY, the 2nd May, at 12
o'clock Noon, for the purpose of presenting the
Report of the Directors, together with a state-
ment of Accounts and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from 18th April to 2nd May,
both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th April, 1908. [431]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING of the Members of the
Club will be held in the CLUB HOUSE on
THURSDAY, the 14th May, 1908, at 5.15
P.M. for the purpose set forth in the notice
posted in the Hall of the Club.
By Order,

JAMES CRAIK,
Acting Secretary.
Hongkong, 29th April, 1908. [456]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING of the Members of the
Club will be held in the CLUB HOUSE on
THURSDAY, the 14th May, 1908, at 5.25
P.M. for the purpose set forth in the notice
posted in the Hall of the Club.
By Order,

JAMES CRAIK,
Acting Secretary.
Hongkong, 29th April, 1908. [457]

Notice of Firm

HONGKONG CLUB.

NOTICE.

DURING the absence of Mr. C. H. GRACE
on leave, Mr. JAMES CRAIK has been
appointed ACTING SECRETARY.
H. P. WHITE,
Chairman.
Hongkong, 29th April, 1908. [455]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS TO

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.
Hongkong, 1st July, 1907. [447]

THE NEW FRENCH REMEDY

TRADE MARK.

THERAPION.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION

THERAPION

THERAPION

THERAPION

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THERAPION

JAPAN AND INDIAN TRADE.

The Anglo-Japanese Alliance has been so
loudly belauded that no one is likely to forget
it: there is much more fear of Japan's ambi-
tions in other directions than those which have
led to her military and naval successes escap-
ing notice or being overlooked. Peace hath
her victories as well as war, Japan is Eng-
land's ally in arms, but she is destined to be
her rival in trade in the near future: she is like-
ly to be her most formidable competitor in the
British-Indian trade; her geographical position
is all in her favour: she is nearer India than
England is, and she has the advantage of the
affinity of colour with the Indians which all
Orientals possess. The Indian, merchant or
consumer, may not go out of his way to en-
courage German competition in India, but he
will do all in his power to benefit the Japanese
trader, being actuated thereto by Asiatic affini-
ty. The little Japanese is young yet, as
nations reckon in Asia, but he is adored
throughout the length and breadth of that Con-
tinent, and every Asiatic feels that he would
gladly stretch a point, commercial or political,
in favour of the new comer.

NOTHING SUCCEEDS LIKE SUCCESS:

and no nation on the world's surface has risen
more rapidly or to a greater height than Japan
in the last half-century. Her methods stand
confessed. She has applied her national brain-
power to the education of the nation in all the
developments of modern civilisation: her emi-
saries have been all over the world and have
learned their lessons by selecting the best
schools of each country for their studies. So
quick-witted a nation was not likely to overlook
the importance of a great external trade and
the best means of pushing it. She finds India
comparatively close at hand, with the door as
open to her as to anybody, and with the ad-
vantages of sympathy for her colour, her suc-
cesses, and her brains already standing to her
credit. It is also natural to her to seek a
closer connection with India, the Holy Land
of her national religion, Buddhism. A com-
mercial intercourse with India being thus open
and comparatively easy, Japan is not going to
leave her economic future to chance, and allow
England to maintain her commercial pre-emi-
nence unchallenged, even in the latter's own
dependency. She believes—as it would seem
that England does not—in sound commercial
knowledge, and for this purpose she employs
Indians in Japan to advise Japanese commer-
cial chambers and merchants of the minute
details of Indian trade. How many Indian
gentlemen are there in Great Britain and Ire-
land, engaged by the Government or chambers
of commerce, to advise on Indian trade? If
the India Office supposes that the two worthy
gentlemen lately and very properly appointed
to the Secretary of State's Council have an
opinion of any value to offer on Indian trade,
it will find itself grievously mistaken.

THE JAPANESE GO STRAIGHT TO THE POINT.

They want trustworthy commercial infor-
mation, so they select suitable Indians to reside
in Japan and give it to their merchants. Sur-
prisingly this is more efficient than the English system
of leaving everything to the fetish of "private
enterprise," which so often results in mistakes
and failure. But it may be said that the Dutch
and French East India Companies failed in
times past, though they were State concerns,
whereas the English East India Company
prospered, because it was left to private enter-
prise. Those statements may be perfectly true
so far as they go, but they do not contain the
whole story.

DIFFERENCES OF NATIONAL CHARACTERS

has much to say to the results; moreover, the
English company at times received considerable
State aid, and at important junctures the foreign
company were not supported from home. The
sea power of England was the main source of
her success in India, both in politics and
in commerce. But the question is not
what happened years and years ago, but what
is to be done now to maintain the supremacy
so long enjoyed by England in the Indian
trade. Other nations are acting, while Eng-
land does little. It is something that in India
another Member of Council has been appoint-
ed, to have charge of a commercial depart-
ment; but that is a very different thing from
providing in the United Kingdom some trust-
worthy source of information for English mer-
chants engaged in the Indian trade. The
German Commercial Bureau at Berlin employs
two natives of India to teach it at first hand
the multitudinous things regarding caste and
the prejudices of the Indians, which no
European can possibly know, but which are
all-important in the trade. The Japanese, it
must be admitted, have given evidence of the
skill and energy of which they are capable.
Sir Thomas Sutherland, chairman of the P.
and O. Company, at a meeting reported in the
Times of December 31st, had to admit that the
whole of their intercolonial trade between
Bombay and Japan had been wiped out by the
energy of

THEIR JAPANESE COMPETITORS.

That trade, consisting chiefly of raw cotton,
and amounting to about 700,000 bales, was
worked as a monopoly between an association
of spinners and the shipowners. The P. and
O. Company purchased one or two cargoes of
cotton and sent it to Japan, when they found to
their surprise and horror that they could not
sell a bale, and had to bring it all back.
Again, another statement has appeared in the
Press to the effect that an important agreement
was lately concluded between the Nord-
deutscher Lloyd Steamship Company and the
Nippon Yusen Kaisha, for the regulation of
the shipping trade in the Farther East. The
Japanese company, it is said, withdraws from
the further India shipping trade and leaves
the whole service, and especially the trade be-
tween India and Singapore and Hongkong, to
the Germans; that is, the Germans are to be left
as the unimpeded rivals of British shipping in
the Farther East. Thus Japanese trade is to be
carried in German ships by a combination of
forces against British trade. The Japanese
would not have adopted this device of utilising
German shipping if it did not pay them.

Germany is already

ENGLAND'S RIVAL IN INDIAN TRADE.

The trade between Germany and India has
during the last decade, experienced a marked
development; the total value of the annual
imports to India from Germany has increased
100 per cent. (Value German Trade with India,
cd. 2, 682-45.) The combination of Japan and
Germany is distinctly ominous for British trade.
Japanese securities may have fallen in value,
and Japanese morality in trade may not rank
as high as that of other nations, but the main
fact remains that Japan has begun to cultivate
the Indian trade, while England is blind to the
fact, and does not even incur the small expense
of appointing an Indian to advise her merchants
in England on the possibilities and require-
ments of Indian trade.—S. M. MITRA in *Pall
Mall Gazette*.

To Let.

TO LET.

NOS. 4 and 8, LEIGHTON HILL
ROAD.

Apply to—

HONGKONG AND KOWLOON
LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.

Hongkong, 30th March, 1908. [126]

TO LET.

A HOUSE IN KNUITSFORD TERRACE,
Kowloon.

No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st April, 1908. [159]

TO LET.

HOUSES IN AUSTIN AVENUE, Kowloon,
Immediate Possession.

Apply to—

A. RAYMOND,
C/o S. J. David & Co.

Hongkong, 23rd March, 1908. [177]

TO LET.

CHAMBERS in No. 7, WYNDHAM
STREET, late Hotel Baltimore, rent
moderate.

First Floor of No. 6, QUEEN'S ROAD,
Central, containing 6 Rooms and Servants'
Quarters.

ONE ROOM with Verandah and a SMALL
ROOM on the Second Floor of No. 8 DES
VŒUX ROAD CENTRAL, above our office,
suitable for Business Premises or Dwelling.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 6th April, 1908. [257]

TO LET.

ONE FOUR-ROOMED HOUSE, at
PRAVA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 1st March, 1908. [338]

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Vœux Road
Central (formerly occupied by Messrs. Shewan,
Tomes & Co.)

Apply to—

THE COMPTON DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.

Hongkong, 24th February, 1908. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

OFFICES IN YORK BUILDING.

GODOWNS IN PRAVA EAST, BLUE
BUILDINGS, and No. 168, DES VŒUX
ROAD next to the Hongkong Hotel.

FLATS IN MOKETON TERRACE.

OFFICES on TOP FLOOR, No. 2, CON-
NAUGHT ROAD, facing the Cricket
Ground.

No. 10, DES VŒUX ROAD CENTRAL,
1st Floor.

HOUSES IN WONG-NEI-CHONG ROAD.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 10th April, 1908. [69]

TO LET.

4-ROOMED HOUSES in GAP ROAD near
the Race Course within easy access to the
Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DELL
BUILDINGS, No. 147, Wanchai Road.

Apply to—

PERCY SMITH & SETH.

Hongkong, 16th December, 1907. [72]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
THEY OWE (i.e. 1s.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong 10th September, 1906. [62]

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds
in plenty everybody knows; but it is seldom
or never that any large business house is guilty
of them, no matter what line of trade it follows.
There can be no permanent success of any
kind based on dishonesty or deception. There
never was, and never will be. The men who
try that are simply fools and soon come to
grief—as they deserve. Now many persons
are, nevertheless, afraid to buy certain
advertisements lest they be humbugged
and deluded; especially are they slow to place
confidence in published statements of the
merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase
as flour, silk or cotton goods from the mills
of manufacturers with a world-wide reputation.
We could not afford to exaggerate its qualities
or misrepresent it in the least; and it is not
necessary. It is palatable as honey and con-
tains the nutritive and curative properties of
Pure Cod Liver Oil, extracted by us from fresh
cod livers, combined with the Compound
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry; and how valuable such
a blending of these important medicinal agents
must be plain to everybody. It is beyond
price in Anemia, Insomnia, Weakness and lack
of Nervous Tonic, Poor Digestion, Wasting
Diseases, La Grippe, Lung Troubles and Blood
Impurities. Science can furnish nothing better
—perhaps nothing so good. Dr. W. H. Dallie,
of Canada, says: "I have used it in my practice
and take pleasure in recommending it as a
valuable tonic and reconstructive." It is a
remedy that can afford to appeal to its record
and represents the science and knowledge of
bright and aggressive medical investigation.
Effective from the first dose. "You cannot be
disappointed in it." Like all good things it is
limited. Sold by chemists throughout the
world.

THE CHAMBER OF MINES LABOUR
IMPORTATION AGENCY, LIMITED,
having been placed in voluntary liquidation,
the business, assets and liabilities of the afore-
mentioned Agency have been taken over
by THE WITWATERSRAND NATIVE
LABOUR ASSOCIATION, LIMITED.

All accounts in future to be rendered in the
name of the above mentioned Association.

H. W. KEMPSTER,
General Manager in China.

Hongkong, 28th April, 1908. [452]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1907. [61]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AQUILA STREET,

HONGKONG.

Hongkong, 2nd September, 1907. [66]

A WONDERFUL DISCOVERY.

This is the great new discovery of the most
ingenious and reliable Patent Medicines ever in-
vented, and has, we understand, been used in the
Continental Hospitals by Ricord, Kossel, Joubert,
Velppeau, Malacarne, the well-known Chinese
medicines, and by all the great authorities in
such matters, including the celebrated
Lallemand, and Kossel, by whom it was some time
downwards, a potent agent in the removal of
the diseases has been the object of some of the
most successful and far-reaching researches of
modern medicine, and far beyond the mere power
of such could ever have been discovered, it is
the basis of the discovery of some of the most
valuable remedies of the present day, and the
discovery of a remedy so potent as to replenish the
falling energies of the confirmed and the
weak, and in the other so effectively, speedily and
safely to expel from the system without the aid, or even
the knowledge, of a second party, the poison of
acquired and inherited disease in all their protean
forms as to leave no latent trace behind. Such a
discovery is a revelation to the world.

THERAPION.

This preparation is unquestionably one of the most
ingenious and reliable Patent Medicines ever in-
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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKYA Blend of the Finest Pure Malt
Whiskies distilled in ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Case - - - \$16.50

Watson's
D. SHERRY
SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS,
HONGKONG, 7th April, 1908.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 30, 1908

The Japanese Boycott.

AN AMOY BONFIRE.

JAPANESE RETALIATING.

That the boycott is gaining ground the report appearing in the *Shung Po* of to-day's date from its Amoy correspondent furnishes convincing evidence. On the 24th instant, it is stated, the Kwong Kee Lee shop turned out all their stock of Japanese ware into the street. The goods were heaped up in a pile and then fire set to it. Large crowds of wondering natives gathered around the huge bonfire, as the inflammable materials became reduced to ashes. Hitherto Chinese merchants in Amoy made use of envelopes made in Japan because of their cheapness, but following the example set them by their Southern compatriots, they will have none of the Japan-made article and have requisitioned into use handmade envelopes from Foochow. Such was the run on the Foochow article that the stock in Amoy soon became exhausted and local stationers have had to telegraph for a large fresh supply from the northern port.

It would appear that, in their own way, the Japanese are showing their resentment towards the Cantonese. It is the practice with all Chinese in Amoy desirous of proceeding to Taipei and Taiwan, in Formosa, to obtain passes from the Mitsui Bussan Kaisha. The other day a Cantonese, who intended to go to Taipei, applied for the permit in the usual way. The man was refused and was told that Chinese of all provinces would be granted passes with the exception of the Cantonese.

PAKHOT FALLS IN.
The Self-Government Society in Canton is in receipt of a letter from the Chinese in Pakhoi who state that they are also anxious to join the boycott movement and requested to be furnished with all information in connection therewith.

In the Marine Court, to-day, the Harbour-master fined two boarding-house runners \$10 each for boarding the steamer *Eastern* without the master's consent. It was stated by Police-man Edwards, the prosecutor, that about 1.30 p.m. yesterday, as soon as the *Eastern* got to her buoy, the captain informed him that a sampan had come alongside while the ship was under way and that 4 boarding-house runners had boarded her. The officer was asked to search for them. He found the two defendants among the passengers exhibiting some papers. On examination the papers proved to be boarding-house advertisements.

Junk Bay Mills.

SIR PAUL CHATER AND MR.
MODY'S POSITION.

DEFINED BY THEIR SOLICITORS.

We have received the following letter from Messrs. Deacon, Looker and Deacon for publication:—

Sir,—With reference to your report of the inquest attending the death of the late Mr. Rennie, whilst we are very loath to address you on this unhappy subject we feel that, in justice to our clients, Sir Paul Chater and Mr. Mody, we ought to ask you to publish the following statement of the actual facts in connection with certain of the matters referred to in such report.

It is reported that a few days after the general meeting of the Hongkong Milling Company, Ltd., a change became apparent in Mr. Rennie, who complained of business worries and alleged that those who could help him would not do so. With regard to this, reference should be made to the statements of Mr. Rennie on the 7th ultimo on the occasion of his presiding at the annual general meeting of the Milling Company; from this it will be seen that he stated that "the outlook for the current year is more promising, the demand for our product continues so strong that we have difficulty in keeping pace with it." "I am glad to say that everything is going smoothly at the Mills." "A profit of \$161,261.76 in the first eleven months of our working proves that we have established the business on a sound basis and I confidently believe that at our next meeting we will be in a position to propose a handsome distribution of profits." Such statements would certainly not convey to the ordinary mind that there was any cause for worry over, or anything substantially wrong with, the affairs of the Company and our clients had in fact no reason whatever to suppose, or any intimation whatever from Mr. Rennie, that matters were running otherwise than most favourably in connection with the concern.

It is further reported that evidence was given to the effect that Mr. Rennie was asked why he did not tell our clients of any troubles he had and replied that he had done so but that it was no good. With regard to this, what we have written above is in point, but we should add, it was not until the 11th instant (three days before Mr. Rennie's death) that our clients had the slightest suspicion that all was not well in connection with the affairs of the Mill; on that date, at a Board meeting of the Company, Mr. Rennie, in accordance with the requirements of the Articles of Association, intimated that he desired to have a meeting of the shareholders of the Company convened for the purpose of obtaining authority from them to charge the Company's property in favour of their Bankers and he then put before our clients, as directors, a statement, which is now in our hands, shewing a loss, as estimated by him, of \$21,000 odd, on the milling and sale of the wheat then in the Company's godowns, which statement Mr. Rennie then informed our clients he proposed to sign before the Company's Bankers. This was absolutely the first intimation our clients received from Mr. Rennie that the affairs of the Company were not proceeding favourably, but, as the statement showed a loss of only one-fourth of the profits that Mr. Rennie had stated at the annual general meeting had been already made by the Company, our clients naturally did not view matters in too serious or too unfavourable a light and, having the most complete confidence in Mr. Rennie, they accepted such statement as accurate in every respect, though it has since been ascertained that the Company's Bankers proved it to be otherwise. At the same time Mr. Rennie mentioned to our clients that there was a purchase of wheat which he had made for June shipment, which he had asked the Company's Bankers to finance, but which they were unwilling to do unless our clients personally guaranteed the transaction, which amounted to some \$500,000, the latter did not then refuse to do this, but took the matter into consideration. On the morning of the 14th instant, Mr. Rennie rang up Sir Paul Chater on the telephone, stating that he was in trouble and desired to see Sir Paul, who, in reply, arranged to see Mr. Rennie at his office that morning and accordingly did so. Mr. Rennie then informed Sir Paul Chater that there was trouble with regard to the June shipment above mentioned, that he had been notified that the steamer in connection therewith had been chartered and that accordingly the necessary credit must be sent, and reiterated that if our clients would guarantee, same it could be arranged through the Company's Bankers; Sir Paul Chater then suggested to Mr. Rennie that it would be best, in order to cut the then apparent loss on the shipment as much as possible, for Mr. Rennie to telegraph to cancel the contract and re-sell the shipment, which Mr. Rennie then occurred in doing and, in Sir Paul's presence, wrote out a telegram for that purpose and handed it to Mr. Chater to despatch.

It was also reported that Mrs. Rennie had been served with a writ for \$30,000 with regard to this, in February last, prior to the annual general meeting and when the accounts had been audited and a skeleton statement in connection therewith got out, Mr. Rennie saw our clients therewith and as to the disposition of the then estimated balance of some \$150,000 thereby appearing, Sir Paul Chater expressed the view that this balance should be appropriated by declaring a dividend to the shareholders, in view of the fact that three years had elapsed since the incorporation of the Company; Mr. Rennie was reluctant to accept this suggestion and stated that the Company needed the money in its business and that their Bankers preferred such a course, whereupon Sir Paul Chater said that as Mr. Rennie proposed to give no dividend to the shareholders, he ought, in accordance with the

not unusual practice, to assign a part of portion of his commission on the Company's workings for the then past year (prior to which there had been no workings and consequently no commission earned) amounting to \$60,000 and Mr. Rennie agreed to half such commission, thus receiving the sum of \$30,000 in this connection. Mr. Rennie then informed our clients that he desired to obtain an advance to himself of a sum of \$30,000, which Mr. Mody promptly volunteered and which, a few days later, he did in fact lend, receiving in return a promissory note therefor, which promissory note fell due on the 21st ultimo, but, having the fullest confidence in Mr. Rennie and his position, Mr. Mody did not then present the note for payment, but left it to Mr. Rennie to discharge as and when he saw fit. After Mr. Rennie's death our clients learnt for the first time that he had effected considerable dealings with his holdings in the Milling Company engineering considerable claims on his estate and Mr. Mody saw us in connection with the above mentioned loan, informing us of the dealings just referred to and placing his interests in our hands. On our advice proceedings were at once instituted against the deceased's estate, with the view of endeavouring to assure Mr. Mody priority for his claim in respect of the loan referred to over the claims of other creditors of the deceased in respect of his said dealings. These proceedings were not instituted on the same day as, but on the day following Mr. Rennie's death, and Mrs. Rennie was not served with the writ of summons, nor was it ever in contemplation to so serve her, and in fact service was effected by us on her then solicitors two days after Mr. Rennie's death.

Finally, there is reported a suggestion to the effect that our clients have succeeded in obtaining possession of the Mill with regard to this, the true facts are that after Mr. Rennie's death the affairs of the Company were found to be so involved and disastrous that our clients, as the only remaining directors in the Colony, were advised and decided that, in the best interests of the shareholders, the only proper course was to apply to the Court for a winding-up order and the appointment of a liquidator, which was accordingly done. This liquidator is now in possession of the property of the Company on its behalf, but it is more than probable that the realisation of such property will be insufficient to pay the Company's creditors and consequently leave nothing for the shareholders, of whom our clients hold two-thirds of the whole capital and accordingly are by far the greatest losers from the confidence placed in Mr. Rennie and the state in which his death left the affairs of the Company.

Thanking you in anticipation of the insertion of this,

We are,
Yours obediently,
DEACON, LOOKER & DEACON.
Hongkong, 30th April, 1908.

THE HARBOUR TRAGEDY.

SECOND COXSWAIN OF "CANADA" REWARDED
FOR HIS BRAVE CONDUCT.

We are given to understand that To Yau, the second coxswain of the steam launch *Canada*, who so pluckily plunged into the sea the other day in the attempt to rescue his master—Mr. A. H. Keeney—particulars of which are still fresh in the mind of the reader, has been rewarded for his brave conduct. Yesterday afternoon he was summoned to the Magistracy, by order of Mr. J. H. Kemp, and presented with a \$10 bill.

A TROUBLESOME EUROPEAN.

HIS BEHAVIOUR OUTSIDE A POLICE STATION.

A European, who is believed to be a Custom house officer, giving the name of C. W. Body, a passenger by the steamer *Wing Sang*, had a little experience last night, which he will not forget for long. It appears that during the small hours of this morning he made his way into the charge-room of the Central Police Station and informed the Sergeant on duty that he wanted to make a complaint.

"Well, what is it?" asked the sergeant.

"I want to see the inspector," he stated.

"The inspector has just been relieved. I am on duty," proceeded the sergeant.

"I must see the inspector. I want to see him—and I will," he shouted.

Seeing that the man was in an obstreperous mood, the sergeant advised him to leave, "or you'll get into trouble."

At first he refused point blank, but as his wish was not going to be fulfilled, he took his departure. Arriving outside the charge-room he discharged a fusillade of epithets at the sergeant, until finally his behaviour was such that the officer was forced to arrest him. When searched the supposed Custom house man was found to have in his possession about £100 in sterling, besides other coins. This morning, looking very penitent, he was taken to the Police Court and charged with disorderly behaviour. He was discharged with a caution.

"A CRYING SHAME!"

A HAWKER'S IDEA OF RAISING "THE WIND."

With a view to collecting sufficient money to pay his fine of \$10, a hawker, sunk deep in the mire, yesterday forenoon, he was arrested at West Point on a charge of selling his wares without a permit. He was released by \$100 bail to appear in the Police Court to-day for trial. It appears, though he could only be arrested once for the offence, and started out again to do business. A few hours later he returned to the station in charge of another policeman.

"What are you up for now?" queried the officer on duty.

The policeman, who was not aware that he had been arrested that same morning, said that the prisoner had no licence and was hawking.

"But you were up here this morning for the same thing?" continued the officer.

"Yes," answered he.

"And why did you repeat the offence?"

"I went out simply to earn enough money to pay my fine to-morrow!" he answered, innocently.

The officer was forced to laugh.

"It's a shame that I should be arrested," he went on. "A crying shame. There are many hawkers about doing business for weeks and have not been arrested. And if I be fined, I get locked up twice in a day, for doing what others are doing. It's a shame!"

He was charged in the Police Court, to-day, and fined.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Colonel Darling, R.E., Hon. Mr. F. J. May, C.M.G., (Colonial Secretary), Hon. Mr. W. Rees Davies (Attorney General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G. (Director of Public Works), Hon. Capt. Basil R. H. Taylor, R.N., (Harbour Master), Hon. Mr. E. A. Irving (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Henry Keswick, Hon. Mr. Wei Yuk, Hon. Mr. H. E. Pollock, K.C., Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clementi, (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table report of the Finance Committee (No. 6).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 16, 17 and 18. It was agreed that they be referred to the Finance Committee.

THE PUBLIC HEALTH BILL.

The Director of Public Works moved the second reading of the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and the Public Health and Buildings Amendment Ordinance, 1903. Since this Bill had been introduced and read a first time, he said, it had been very extensively criticised by the local authorities on behalf of the European and Chinese property-owners in this Colony. They had submitted statements of certain amendments which they considered ought to be made and meetings with them had been held by His Excellency, and after full discussion a great many of the amendments which they suggested had been adopted. They had shown, perhaps, a little undue nervousness in criticising the proposals because in one case they suggested that the word "modify" should be altered to "reduce." In the present Ordinance the word "modify" or its equivalent term "modification" was used repeatedly and he had never heard it suggested that the word meant anything but what was specified under the Ordinance, under the section to which it was used. One of the principal features of the Bill was the concentration under the Building Authority of all matters which affected the construction of buildings. The submission of plans to the Medical Officer of Health and the requirement of his signature would be dispensed with, and this would be a substantial saving in time in passing the plans. It was proposed to withdraw the definition of "external air" because on further consideration it was considered it would operate rather unfairly on parties who desired themselves to erect a building of very moderate height and who happened to have opposite this proposed building another of much greater height belonging to some neighbouring owner. The proportion of floor space and cubic space per head was very much reduced in the amending Bill. Section 104, a new section, had been introduced to apply to existing buildings when they were being altered. The provision regarding thickness of walls as applied to new buildings was applied to new buildings only. Another section to 34 had been introduced to regulate the construction of partition walls, principally with the view of requiring some more substantial form of construction than could be insisted upon at present, and also with a view to securing the use of non-inflammable material where buildings were so densely occupied as many of the houses in the city were. He thought the importance of this Ordinance would be admitted. In section 107 the opening in party walls were regulated; at the present time there were no restrictions. Section 151 introduced some amendments as regards the lighting of buildings at a greater depth than 40 feet. The present provisions, in the Ordinance were found to be somewhat too drastic and it was hoped that this alteration would meet the requirements of the case. The amendment to section 153 was based largely upon the recommendations of the Cubicles Committee. That Committee included four unofficial members of the Council and one of the leading architects and the proposals now made would, he presumed, recommend themselves to the remaining members. In connection with that clause he might mention it was proposed to introduce an amendment with regard to houses on the reclamation, but it would be limited to houses that did not exceed 100 feet in depth. Section 253a provided for a scheme for including existing blocks of buildings. That scheme, if it became at all general, would undoubtedly effect a very considerable improvement to the Colony at a moderate cost. In section 175 it was not proposed to delete the words "by the owner." That had been a bone of contention on previous occasions but there could be no doubt that the space provided should be provided by the owner. It was not peculiar to the Colony because it might be said to be universal. Section 170 dealt with the open spaces and scavenging lanes. A few amendments were introduced in that, but he did not think they were of vital importance. Section 180—the Government was not prepared to accept lanes as part of the spaces. In section 185 the construction of streets on which domestic buildings front, was dealt with. Section 264a was a very important one and it delegated to the Building Authority what was now vested in the Board or the Governor-in-Council. It was felt that the modification was required to such a slight extent that an undue amount of delay was involved in going through the present requirements. Section 267, was also an important one as it admitted of the construction of a similar class of building and was intended to apply more to the outlying districts. The provisions of the Ordinance were very large and with regard to the buildings in the city or in the more populous parts of

Kowloon, and could scarcely be said to meet in a satisfactory way the requirements where the buildings were less dense and the developments had not advanced as they had done.

The Colonial Secretary recorded.

Mr. Osborne said:—To rightly understand the complex questions involved in the Public Health and Buildings Ordinance, and to appreciate at their proper value the conclusions arrived at by the Sanitary Commissioners, one needs I think, to revert to the history of its origin, to have followed the course of its development and to be familiar with the events which culminated in this enquiry. The Colony of Hongkong, Sir, came into the possession of Great Britain at a period when, throughout the world, the principles of advanced sanitation were little understood and even less practised. It came within the Empire as a prize of war; its sole value was considered to be its strategic position; its development as a trading centre was neither intended nor desired; its future lay unplanned; its commercial prospects unheeded. No wonder then, neglected it fell into evil ways and maturing in an atmosphere of drift, it bred the evils of congestion, insanitation and disease. Not till 1884 were there any serious attempts to grapple with the subject of sanitation; not till the first outbreak of plague in 1894 did the community awake to a realization of its danger, nor did official apathy, heedless of warning from Dr. Ayres and others, yield to a sense of its obvious duty. Then under the spur of panic, under threatened injury to its commercial interests, the Colony attempted to do in haste what it ought long since to have done at leisure; it attempted to rectify in a moment the mischief of many years' growth, and it has now for some years past been paying in full measure the penalty attendant upon indifference and neglect. But whatever blame attaches to individuals, applies only to those who in the years previous to 1884 allowed these evils to germinate and develop. The outcome of this state of affairs was the original and drastic Ordinance of 1903, described in the Commissioners' Report as the work of a novice. If, Sir, the deliberations of nearly 10 years, embracing the recommendations of Messrs. Chadwick and Simpson, experts sent from home at the express wish of the public; embracing consultations with architects, medical authorities and lawyers; embracing the study of every known interest involved; references to India and other countries; the whole of them collated and elaborated to suit local conditions; the whole of them discussed and criticised and named in public; if this, Sir, be correctly described as the work of a novice, it would be interesting to know in what consists the work of an expert. The fault, now laid bare by experience, lay not in that the Ordinance was ill considered, ill digested; but that it violated the one great principle which underlies all sound legislation, and which is that laws should be based only upon experience and fact, and that human intellect is incapable of creating things to fit conditions not yet known. This principle was observed, the Ordinance would have been framed with elasticity to deal with circumstances as they arose; and I submit that no amount of tinkering, no number of amending Ordinances will avail, until this principle be taken to heart and followed. Speaking from personal experience of plague measures, and conversant as I am with the work of the Sanitary Department in past years, with your Excellency's permission I cannot allow this opportunity to pass without commenting on the charges of incapacity, and corruption levelled at the whole department in the Commissioners' report, especially where they say there was reason to fear that corruption and bribery extended throughout the staff of British inspectors. True it is that instances of corruption came to light during the enquiry, but so far as the evidence has been made public there is nothing in it to warrant such an assumption as that I have referred to; and considering the difficulty of obtaining suitable men for such unpalatable work, considering that in the first instance inspectors had to be garnered from whatever local sources were available, it would have been wonderful indeed if such an organization as the Sanitary Department had been evolved at once without flaw and without fault; and if, Sir, corruption of individuals be accepted as evidence incriminating the whole, then very few of us dare lift the first stone; for what business in the Colony is there which during recent years, has not in some manner been victimised by the dishonesty of individual employees. Similarly, when wholesale charges of incapacity are preferred, it is well not to allow details to unduly sway one's judgment, but to bear in mind the stupendous task which had to be performed under conditions of difficulty and discouragement, in face of the obstinacy, ignorance and resistance of the very people on whose behalf these measures were being tried; then to give credit where credit is due, and frankly acknowledge the good work accomplished. But from beginning to end of the Commissioners' report there is not one word of approbation, not the faintest word of praise; everything from the start has been wrongly done and practically the whole Sanitary staff are, by implication, branded either as rogues or fools. Of all the mistakes, Sir, that have followed in the wake of the Public Health and Buildings Ordinance, not the least of them, I think, is the injustice, I might even say the cruel injustice, to thus bespatter the characters of those men who, whatever their faults, whatever their shortcomings in the dark days following 1894, did at least fulfil their anxious, dangerous task to the best of their ability and with loyalty to the public weal. I do not say that none of the Commissioners' strictures were justified, I do not deny that the Sanitary department needed reform, but I do say that in criticising the work of that Department, allowance should be made for the difficulties that had to be met, and that it is unfair to judge of a day when most of those difficulties have disappeared. Sir, despite the utterances of some, despite the criticisms of the Press, and despite the findings of this Commission, I believe

the majority of men who are acquainted with the circumstances, will declare unhesitatingly that notwithstanding expense, notwithstanding mistakes and notwithstanding abuses, great and lasting improvement has been effected in the Sanitary condition of the Colony; those who can testify to the evil and stench-ridden streets of former days will not withhold praise when they pass through the clean and wholesome thoroughfares of to-day; those who, like myself were wont to exhibit as sights of the town, the closely packed underground opium dens and unutterable equal of China towns, will now search for such sights in vain; and if plague, that unsolved problem in other lands than ours, if plague has not been altogether banished from our midst, the accomplished results of the Sanitary department's endeavours in that direction are sufficiently encouraging to justify a continuance of their work with unabated vigour. As regards the Commissioners' recommendations and the provisions of the Bill before us, setting aside trivialities with which the report is somewhat overburdened, there appear to me to be three and only three important suggestions to consider. One is that the Building Authority shall be placed under the direct control of the Sanitary Board; another that there should be a simple form of appeal; another is that the Sanitary department shall be run by a Board having an unofficial majority, under a President of its own selection; which, if it means anything at all, means that the department shall be converted into a sort of half-fledged municipal corporation possessed of sufficient powers to work mischief, but insufficiently equipped to perform the functions appertaining to a genuine municipality. As to whether the Building Authority should be placed under the Sanitary Board, there are no doubt good arguments for and against; all, however, that the public wants and is concerned with is efficiency; they want their plans and arrangements put through with a minimum of circumlocution and with a maximum of indulgence that their wishes will, as far as public interests allow, be granted. To the public, it is immaterial whether the Building Authority is attached to one department or another; and if, as would appear to be the case, the proposed arrangement results in efficiency, the public, I feel sure, will be satisfied with it. On the question of appeal there should certainly be some simple method by which persons feeling aggrieved can obtain a hearing not only by the President of the Board, but by the Board itself. I think that much irritation in the past has been due to a conviction that the Sanitary department has acted with unnecessary harshness, and I feel sure that if individual grievances were given a patient and sympathetic hearing, this friction would give way to a sense of confidence in the department, which would go far towards securing the co-operation of the Chinese, where now there is resistance and misunderstanding. The whole Sanitary department from President downwards should understand that the law was not framed for the purpose of harassing and annoying; that their business is to educate and assist; to give effect to the regulations in an intelligent and tolerant manner; to concede where concession is possible; and above all avoid a senseless interpretation of the law. Unless this spirit animates the department, unless the high officials protect the public against the misplaced zeal, stupidity, and arrogance of subordinates, there will continue to be irritation, antagonism, and trouble. And as most of the friction in the past has undoubtedly been due to administrative incapacity to apply the law in a common sense and reasonable fashion, so the future success or failure of the reorganised department will depend largely upon the broad-mindedness of its President, who whilst on the one hand will carry out the unalterable determination of government to cleanse this town in the interests of Public Health, will on the other hand initiate changes and reforms where the law is found to be inapplicable. And it is to be hoped that when appeals to the Governor in Council are heard, the President will be present to plead the cause of common sense. The chief point of the Report however lies in a recommendation concerning the constitution of the Board, which, as I have already shown, virtually amounts to municipal control of Sanitary affairs. This, Sir, is a matter which strikes at the root of Crown Colony government and as such calls for careful scrutiny. In the peculiar circumstances of our case, a British Colony run largely on alien money, with a British population, which owing to climatic and other reasons is constantly changing, it seems to me that, above all other considerations our aim should be to give stability to our laws, consistency to our policy, and honesty to our administration; all of which I claim the Crown Colony system gives with a thoroughness unequalled by any other. I admit without argument that the system has faults; that our commercial progress is slow for lack of initiative and enterprise on the part of Government; I believe that under municipal control, given the right men to manage affairs, improvements would be effected in municipal matters which under existing conditions eventuate so slowly; that for instance some modern method of paving our streets would long since have ousted the old fashioned and unsuitable mud and stone; I believe that more publicity would be given and therefore more interest taken in public affairs; I admit there has hitherto been too little sympathy with commercial interests, an unaccountable jealousy on the part of officials of private enterprise reading private reward; that whereas in other countries new industries are given cheap land, relieved of taxation and otherwise fostered, here in Hongkong it is the practice to strangle with vexatious conditions. But these, Sir, are after all comparatively trivial grievances capable of easy removal. To change this system for that of Government by an elected assembly; to let the authority over us men who are here to-day and gone to-morrow; or men whose interest in public affairs would probably

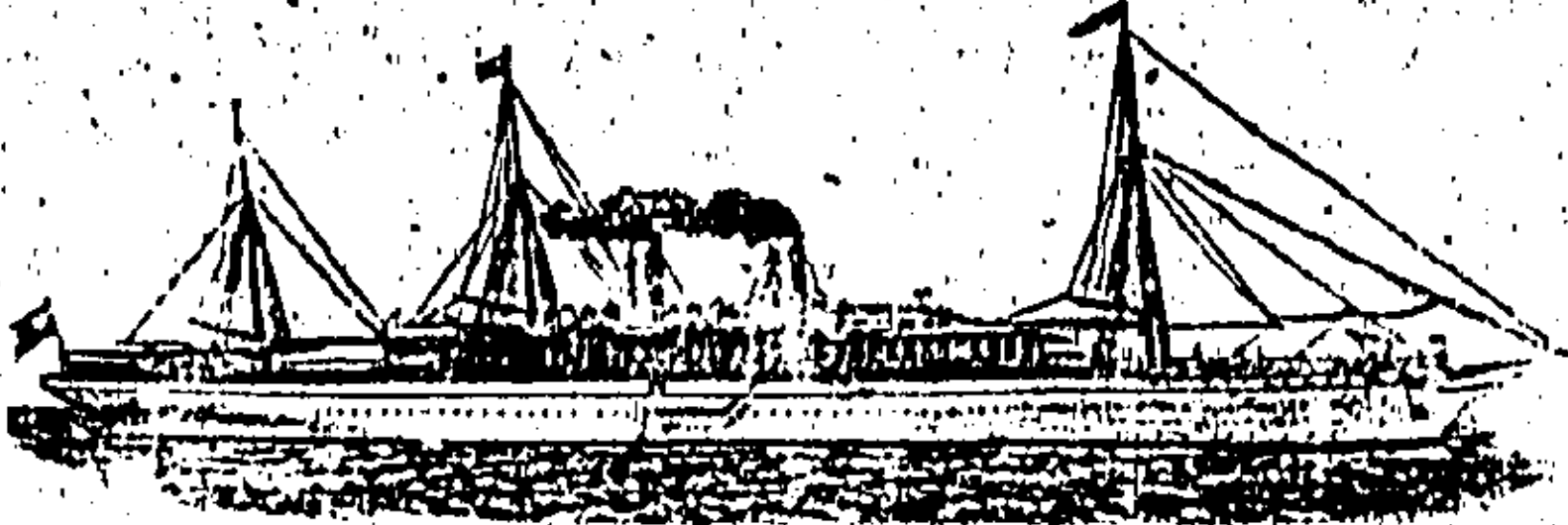
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PIANO CO., LD.
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 A FEW
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 NEW SUPPLY OF
TALKING
MACHINES
 ON
 EASY PAYMENT SYSTEM.
 Large Selection of
RECORDS.
 FURTHER SUPPLY OF THE
"MERRY WIDOW"
 Waltz.
 NOW ON HAND.
 27th April, 1907.

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.
WEEK DAYS.
 7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
 9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
 11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
 12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
 1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
 1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
 2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
 3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
 5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
 8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
 every half hour.
SUNDAYS.
 8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
 9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
 9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
 11.45 a.m. to 12.00 noon ... Every 15 minutes.
 12.00 Noon to 1.00 p.m. ... Every 10 minutes.
 1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
 5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
 8.00 p.m. to 9.00 p.m. ... Every 15 minutes.
 9.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
 Extra cars at 3.15 p.m., 11.30 p.m. and
 11.45 p.m.
SPECIAL CARS by Arrangement at the
 Company's Office, ALEXANDRA BUILDING,
 Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 4th June, 1907.

F. BLACKHEAD & Co
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITON RED HAN
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
 &c., &c., &c.
 Sole Agents for
FURGUSON'S SPECIAL CREAM
 and
P. & O. SPECIAL LIQUOR SOOTHING
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
 at
REASONABLE PRICES
 Hongkong, 7th March, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

Table with 4 columns: Ship Name, Tons, Leave Hongkong, Arrive Vancouver. Includes ships like EMPRESS OF JAPAN, GLENFAR, and others.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION) For SHANGHAI, YOKOHAMA, KOBE, KANTSANG, SATURDAY, 2nd May, daylight. For SHANGHAI, YOKOHAMA, KOBE, KANTSANG, SATURDAY, 2nd May, Noon. For SHANGHAI, YOKOHAMA, KOBE, KANTSANG, SATURDAY, 2nd May, 3 P.M.

CHINA NAVIGATION CO., LIMITED.

For SHANGHAI, YOKOHAMA, KOBE, KANTSANG, SATURDAY, 2nd May, 4 P.M. For SHANGHAI, YOKOHAMA, KOBE, KANTSANG, SATURDAY, 2nd May, 9 A.M. For SHANGHAI, YOKOHAMA, KOBE, KANTSANG, SATURDAY, 2nd May, 4 P.M.

HONGKONG—MANILA.

Highest Class; newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon steamships—Electric Light—Perfect Cuisine—Burgess and Stewardess carried.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 5 columns: Steamship, Tons, Captain, For, Sailing Dates. Includes ships like ZAFIRO and RUBI.

SHEWAN TOMES & CO., GENERAL MANAGERS.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

Steamship "LOWTHER CASTLE" On or about the 31st May, 1908. For Freight and further information, apply to SHEWAN, TOMES & CO., General Managers.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAICHING," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 1st proximo, at 10 o'clock A.M.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship "CLAN MACMILLAN" will be despatched for the above Ports on the 7th May, 1908.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENBIGHSHIRE" will be despatched for the above Ports on or about the 15th May, 1908.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000) Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND-CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory. In Bags of 250 lbs. net \$8.35 per Bag ex Factory.

JAPANESE MASSAGE.

F. KAWASAKI.

GRADUATE of KOBE MASSAGE SCHOOL.

No. 36C, PRAVA EAST, WANCHAI, HONGKONG, Telephone 564.

TERMS: SINGLE ENGAGEMENT (one hour)...\$ 2 ONE WEEK...\$ 10 ONE MONTH...\$ 30

Attendance at Patients' Residence. Hongkong, 31st March, 1908.

SELF CURE NO FICTION!

MARVEL UPON MARVEL! NO SUFFERER, NO DOWNSIDE, NO SUFFERER.

ERAPION

a complete revolution in the treatment of medical science, whilst thousands have been restored to health and happiness who for years previously had been miserably dragging out a miserable existence.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA," Captain T. H. Hyde, P.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 20th April, 1908.

REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "SATSUMA" ... 14th May, 1908

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 29th April, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Table with 4 columns: Steamer, Tons, Captain, Sailing. Includes ships like Kumeric, Shawmut, and others.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers.

Large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd April, 1908.

STEAM-TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4. Meals...\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 6, Queen's Road West.

Hongkong, 2nd July, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 25th April, 1908. per 5 Max.

BUTCHER MEAT.

Table with 2 columns: Item, Price. Includes Beef, Pork, Mutton, etc.

FRUITS.

Table with 2 columns: Item, Price. Includes Apples, Oranges, etc.

VEGETABLES, &c.

Table with 2 columns: Item, Price. Includes Potatoes, Cabbages, etc.

POULTRY.

Table with 2 columns: Item, Price. Includes Chickens, Ducks, etc.

FISH.

Table with 2 columns: Item, Price. Includes Barbel, Bream, etc.

SHARK—SA YU.

Table with 2 columns: Item, Price. Includes Shark, Skate, etc.

FRUITS.

Table with 2 columns: Item, Price. Includes Almonds, Apples, etc.

VEGETABLES, &c.

Table with 2 columns: Item, Price. Includes Potatoes, Cabbages, etc.

POULTRY.

Table with 2 columns: Item, Price. Includes Chickens, Ducks, etc.

FISH.

Table with 2 columns: Item, Price. Includes Barbel, Bream, etc.

The Health Bill.

ARCHITECTS' CRITICISMS.

CHINESE PROPERTY OWNERS' CASE.

Mr. D. L. Dineen, R. M. & Gibbs, who were engaged by the Chinese property owners to consider the technical points of the new Public Health Amending Bill, have submitted their report, dated 15th April, 1908, and is as follows:

TO THE CHINESE PROPERTY OWNERS OF HONGKONG.

Gentlemen:—We have carefully considered the several clauses of the proposed amendments of the Public Health and Buildings Ordinances of 1903 and send you herewith our report on same.

In cases where the amendments are merely additional words or alterations in wording to make the meaning of the original clauses clearer we have not made any remarks, nor have we reported on any clauses which we consider do not adversely affect the interests of property owners or their tenants.

We observe that nothing has been done to modify section 175 of the Principal Ordinance. In cases where there is a public or private street at the back of a domestic building we do not see any more necessity for providing the open space referred to in this section than where there is a backyard of fifty square feet or over and in the case of a corner house we do not see any need for such open space. The object of the section is to provide light and ventilation to the backs of houses, and it is surely better to have light and air from a continuous space like a street than from an enclosed space eight or nine feet square surrounded by buildings forty feet or so high.

We quite see the object of the open spaces in blocks of buildings, where the backs of the houses have no means of light or ventilation and the kitchens open directly into the main rooms and have no window, but in cases where there is a street either at the back or side we consider it quite unnecessary. We therefore suggest that the following clause be added to section 175: "Provided that this section shall not apply to any domestic building which is bounded on the back or side by a street and is provided with a window or windows at the back or side," or words to that effect.

We also suggest that the following should be added to section 6, sub-section 2: after the words "for special uses," the words "or for the housing of the working classes."

The following are our notes and suggestions on the amendments, and we are presuming that you are in possession of a copy of the Amending Ordinance.

2.—Section 6, sub-section 26.

We are of opinion that it should be provided that in houses facing existing lines of more than 8 feet and less than 13 feet in width, the width of such line shall be deemed sufficient.

2.—Section 6, sub-section 39.

The definition of a new building is sufficiently stringent in the original Ordinance. It should also be strictly provided that the greater part of two walls should be more than half of each of two walls and not more than half of two walls combined; as, in many cases the demolition of one wall could be considered greater than the half of the same wall and a smaller one combined, although nothing might be done to the other wall.

2.—Section 6, sub-section 45.

The definition of a party wall may be a suitable one for Cardiff or many towns in England, but we consider a better definition would be: "A wall forming part of a building and used for the separation of such building from an adjoining building belonging to or likely to belong to a different owner and forming part also of such adjoining building, or built for the manifest purpose of belonging to such an adjoining building to be hereafter erected."

3.—Section 6, sub-section 62a.

By the wording of this section the whole wall would have to be made of glass, as a wood or iron wall frame is opaque. The word whole should be left out. Instead "glazed portion" might be inserted.

4.—Section 8.

If the President has any special powers over and above any other member he should be elected annually by the members.

11.—Section 46.

We suggest that the words "Provided that this section shall not apply to matchless or other temporary structures provided for housing workmen during the progress of works," should be added to this section.

18.—Section 10.

The parts of the Ordinance referring to thickness of walls should be reconsidered. Under the existing Ordinance of two walls of the same height a thinner one may be constructed on the top of another wall than may be built on the solid ground. For instance a 30 feet wall built on the top of a 25 feet wall may be 24 inches thick, whereas if it is built on the ground the lower part must be 18 inches thick.

21.—Section 103a.

The words "in cement mortar" in the second line should be omitted. It does not agree with the latter part of section 103.

24.—Section 107.

Openings in brick walls built in lime mortar should not be required to be filled up with brick or stone in cement mortar. If the wall with openings is strong enough it is surely quite as strong with the openings filled up with new brickwork of the same description as the old. Moreover, should it be necessary at a future time to take away the filling, it could be done, if in lime mortar, without injury to the walls, but scarcely so if built up with cement mortar.

26.—Section 111.

It should not be left to the discretion of any one to say what is good cement concrete. The proportions should be stated, 1:1:6 and 1 inch stones make good concrete.

30.—Section 117.

We consider that any alteration in this section is unnecessary.

31.—Section 118.
This amendment should be altered so as not to include existing cocklofts.

34.—Section 138.
This is a further cutting down of verandahs. It was always understood that verandahs in 30 feet streets were limited to three stories, that is, the ground floor, first floor and second floor. Now it aims at cutting off another story. The building may be 75 feet high but the verandah only 30 or 32 feet. An open three storey verandah would rarely exceed 45 feet in height and would obstruct far less light and air at a distance of 40 feet than a building 75 feet high without verandahs at a distance of 50 feet. In many ways verandahs and balconies are a help to ventilation as they encourage the people to keep open windows, keeping off the rain and in very hot weather, the sun.

We consider that a clause should be added to this section to the effect that existing verandahs and balconies may be re-erected of the original height and design and without the renewed consent of the Governor, or compensation paid for same if not allowed.

37.—Section 141.

As this section is for the provision of light and external air into the main room we consider that it should not be necessary, for two reasons, to limit the width of the kitchen to half the width of the house. In the first place the width necessary to provide for external air is set down in the Amending Ordinance at 5 feet. In the second place there are many lots in the Colony on which Chinese houses are built of a width of not more than 13' 6" and very few Chinese houses are ever erected of more than 15 feet. In the case of a Chinese 3 storey house of 13' 6" width the kitchen, from the centre of one wall to the outside of the other would be 6' 9". The walls would be 27" and 13", together 3' 4". The inside of the kitchen would thus be 3' 5" wide and as a Chinese stove is quite 2' 6" from front to back, there would only be 11 inches for the cook. Even in the average case of an ordinary Chinese house of 15 feet in width, the walls are 18" thick and taking one wall and a half from 7' 6", half the width, only leaves 5' 3" as the interior width of the kitchen which is clearly not nearly wide enough, when the width of the stove, 2' 6" is taken off. We contend then that the wording of this section should be altered to this effect:—

"No kitchen of any domestic building outside the European Reservation or the Hill District shall hereafter be constructed entirely across the width of such building if such building has other buildings on both sides of it, or if it is separated by a space of less than 15 feet from other buildings or from land on which other buildings may be erected, but there shall be left a space of a width of 5 feet at least of open space for the purpose of providing light and ventilation to the main rooms of the buildings."

40.—Section 149.
The amendment appears to us to be unnecessary, the original Ordinance providing for fire escapes.

41.—Section 151.
We are of opinion that sub-section 1 should be amended by the insertion of the word "additional" between the words "one tenth of the" and "floor area" in the fifth line. In most cases, as the sub-section stands, it would be impossible to comply with it.

41.—Section 151, sub-section 3.
If there is a reduction in Crown Rent the compensation should include the amount of Crown Rent capitalized. See 68, section 253.

42.—Section 153, sub-section 2.
This sub-section should only apply to land obtained from the Crown after the passing of the Amending Ordinance.

43.—Section 153a.
This would be impracticable for at least two reasons:—
(1) The class of houses likely to be treated would not bear being cut about in this manner, but would, in nine cases out of ten, collapse.
(2) Under the Ordinance the whole block would come under the definition of new buildings and would have to be entirely rebuilt. The so-called "compensation" having to be repaid to the Government, together with the cost of rebuilding, by the owner, he would not only lose the full value of his property but would, in many cases, have to pay more than the value of his new buildings.

As a case in point, some blocks of two storey houses of this class were sold last year at public auction for \$700 each. Three houses would be worth \$2,100 or \$350 per floor. When the work was done there would be 5 floors worth \$1,750, but the cost of the work in accordance with the Ordinance would, at the present time, be fully \$1,400, the whole of which would eventually fall on the owner who would not only have lost the whole of his original property for which he would get no compensation, but he would have to pay the Government some \$4,000 for what would be worth to him less than \$1,750 as the houses would only be three-fourths the size of the old ones. Total loss: \$2,250 plus \$2,100—\$4,350 on a property worth originally \$2,100. In the case of three or four storey houses the loss would be greater as there would be more loss of accommodation.

47.—Section 170.

As this only applies to land the property of Crown there can be no objection to it.

48.—Section 180.

The whole of this section is unfair to property owners unless full compensation is paid. In any case where a line of a width equal to one third of the depth of the proposed buildings exists, no open space on the land should be required. The provision of open spaces in the rear of buildings is required for giving light and air to the backs of houses. The air in a street or lane, which is practically always in motion is of far better quality than out of a backyard which would be more or less surrounded by buildings, and which would be stagnant. In cases where the line is of a less width than one third the depth of the building, sufficient land should be acquired from the owner by the Government to make up what is necessary. In cases where there is no land

sufficient land should be resumed to make one. Many existing lots were bought from the Government on the understanding that they could be entirely built over, and lands were specially reserved for the purpose of providing light, air and access to the backs of the houses when they were built, and it is a great hardship and injustice that a quarter of the land should be made of no value and no compensation paid for it. In the case of a scavenging lane too, why should the air over it be of no value for ventilation? Where there is no lane, we contend that the scavenging lane should form part of the open space.

65.—Section 201.
We think a clause should be added somewhat as follows:—

"Provided that occupation may be made after seven days if the Building Authority has not notified the owner that the building contravenes the Ordinance."

64.—Section 222, sub-section 1.
We suggest that the words "seven days after" be inserted between "until" and "proper plans" in the third line of the Principal Ordinance.

66 and 67.

Many of the nuisances to be dealt with under these sections are caused by the tenants and not by the owners. It should not be possible to obtain a conviction against an owner for an offence caused by a tenant. A property owner cannot be expected to visit all his property every day to see that his tenants are not causing a nuisance, even if he had a right to enter, which is doubtful.

68.—Section 253.

The arbitrators should take into consideration the non-reduction of the Crown Rent. There are plots of ground in the Colony where the Crown Rent is over five thousand dollars an acre and the value on that account very little. Supposing a piece of this land were taken away and no reduction of Crown Rent, the owner would get practically nothing, but would still have to pay his Crown Rent for land he no longer owned and for which he had practically not been paid.

Shipping.

ARRIVALS.

Joshin Maru, Jap. s.s., 702, H. S. Smith, 29th April—Tamsui 29th April, and Swatow 29th April, Gen. S. T. C. K.
Devanagere, Ger. s.s., 1,057, Rehweid, 29th April—Bangkok 20th April, and Swatow 29th April, Gen. S. T. C. K.
Choising, Ger. s.s., 1,021, F. Boeking, 29th April—Bangkok 23rd April, Rice and Wood—B. & S.
Kalomo, Br. s.s., 1,050, Linklater, 29th April—New York 8th Mar., and Singapore 24th April, Gen. S. T. C. K.

Chihli, Br. s.s., 1,500, J. Warrack, 30th April—Haiphong 25th April, and Hoibow 29th April, Live Stock and Gen.—B. & S.
Yunnan, Br. s.s., 1,205, W. O. Jones, 30th April—Chienkiang 26th April, Gen.—B. & S.
Choyang, Br. s.s., 1,424, Sandbach, 30th April—Shanghai 26th April, and Hongkong 26th April, Gen.—B. & S.
Onsang, Br. s.s., 1,787, R. Cox, 30th April—Singapore 23rd April, Gen.—J. M. & Co.
Victoria, Swed. s.s., 959, J. A. Hallberg, 30th April—Canton 29th April, Coal—W. & L. M.
Shanghai, Br. s.s., 1,307, W. McIntosh, 30th April—Canton 29th April, Gen.—B. & S.

Clearances at the Harbour Office.

Skrumstad, for Cheloo.
Tamsui, for Saigon.
Choyang, for Canton.
Tamsui, for Nagasaki.
Wingsang, for Shanghai.
Yunnan, for Canton.
Pongtong, for Swatow.
Kutang, for Shanghai.
Kalomo, for Shanghai.

Departures.

April 30.
Dalla, for Shanghai.
Skrumstad, for Cheloo.
Wingsang, for Swatow.

Passengers arrived.

Per Choyang, from Shanghai, &c.—Messrs. C. E. Anton, A. Auld and Stein.
Per Chihli, from Haiphong, &c.—Messrs. Euro and Rev. Bonnabill, and 26 Chinese.
Per Onsang, from Singapore—159 Chinese.

Passengers departed.

Per Inaba Maru, for London, &c.—Mrs. and Miss Suenson, Mr. Almeida, Mrs. Showler and party, Mr. Abbey, Dr. and Mrs. Lim-B. King, Mrs. E. K. Yin, Mrs. T. Kodo, Mrs. Cox, Mrs. and Misses (2) Wilson, Misses Suenson (3), Col. Shiba, Mr. Morrison, Mrs. W. W. Pearce, Messrs. K. Nakajima, A. Yamoto, T. Inoue, Yamamoto, I. Tsuda, E. P. Wright, Bramwell, Achlerud and Jas. Kite.

Shipping Reports.

Str. Chihli, from Haiphong via Hoibow—Strong N.E. wind, high sea.

Str. Onsang, from Singapore: Light E.N.E. winds and fine weather. Latterly fresh N.E. wind and moderate swell.

Str. Choyang, from Shanghai and Swatow—Fresh N.E. monsoon, rough sea, overcast, rainy weather throughout.

Str. Yunnan, from Chienkiang—April 24th strong gale Yangtze Kiang and vicinity; Chienkiang to Tamsui, fresh N.E. breeze and fine weather; Tamsui to Hongkong, strong N.E. wind of gale force, at times rough sea and overcast weather.

VESSELS IN PORT.

Amara, Br. s.s., 1,558, C. J. Mattock, 26th April—Swatow 25th April, Gen.—J. M. & Co.
Carl Diederichsen, Ger. s.s., 2,770, J. Kayser, 26th April—Haiphong 24th April, and Hoibow 27th April, Rice and Gen.—J. M. & Co.
Dunbar, Br. s.s., 1,000, J. R. Lee, 28th April—Moi 27th April, Coal—S. T. & Co.
Eastern, Br. s.s., 2,770, W. G. McArthur, 29th April—Sydney 8th April, via Brisbane, Townsville, Cairns, Port Darwin and Manila 27th April—Gen.—G. L. & Co.
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.M.S., 26th April—Yokohama 18th Mar., and Shanghai 4th April, Mails and Gen.—C. F. R. Co.
Graveland, Br. s.s., 2,815, Steele, 22nd April—Portland 13th Mar., and Karatsu 16th April, Wheat—Aagaard, Thorsen & Co.
Hacking, Br. s.s., 1,367, A. E. Hodgins, 29th April—Fookow 24th April, Amoy, 27th April, and Swatow 28th April, Gen.—D. W. & Co.

Haiphong, Fr. s.s., 500, Pomfort, 22nd April—Haiphong 18th April, Ballast—Wilks and Jack.
Hokuto Maru, Jap. s.s., Keneda, 27th April—Moi 22nd April, Coal—Fukusi & Co.
Opang, Br. s.s., 1,350, J. W. Hay, 21st April—Karatsu 17th April, Coal—J. M. & Co.
Ithaka, Ger. s.s., 1,440, Vogeler, 28th April—Wuhu 21st April, and Chienkiang 23rd April, Gen.—H. A. L.
Johanne, Ger. s.s., 952, J. Iwensen, 25th April—Quinhao and Tourane 23rd April, Sugar and Gen.—J. & Co.
Kutang, Br. s.s., 1,110, R. C. D. Bradley, 27th April—Singapore 21st April, Gen.—J. M. & Co.
Laudat Scheiff, Ger. s.s., 1,012, H. Grandt, 9th April—Saigon 4th April, Rice—S. & Co.
Manchuria, Am. s.s., 8,750, J. W. Saunders, 14th April—San Francisco 24th Mar., and Shanghai 16th April, Mails and Gen.—P. M. S. Co.
Marcellus, Ger. s.s., 3,435, A. Lohrengel, 25th April—Moi 18th April, Coal—Mr. Ataka
Mausang, Br. s.s., 1,644, R. Houghton, 23rd April—Sandakan 23rd April, Timber and Gen.—J. M. & Co.
Myrledene, Br. s.s., 1,620, Mailblad, 27th April—Hongay 4th April, Coal—D. & Co., Ltd.
Nam Sang, Br. s.s., 4,035, P. M. B. Lake, 24th April—Yokohama via Kobe and Moi 20th April, Gen.—J. M. & Co.
Nunamati, Ger. s.s., 4,355, H. Feldmann, 22nd April—Portland, Or. 15th Mar., Flour—P. & A. S. Co.
Pania, Br. s.s., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec., and Portland, Or. 15th Mar.—O. & O. S. Co.
Pongtong, Ger. s.s., 998, W. Batelshur, 24th April—Bangkok (Kohsichang) 18th April, Rice and Timber—M. & Co.
Progress, Ger. s.s., 587, A. Stuve, 29th April—Hongay 26th April, Coal—S. & Co.
Pronto, Br. s.s., 962, Seaberg, 27th April—Canton 27th April, Gen.—Aagaard, Thorsen & Co.
Ragor, Nor. s.s., 1,220, Nielsen, 25th April—Bangkok 18th April, Rice—Wallem & Co.
Taiwan, Br. s.s., 1,043, J. A. Martin, 17th April—Hokohi 14th April, Salt—Chinese.
Terje Eiken, Nor. s.s., 3,304, Thomassen, 24th April—Newcastle and April, Gen.—S. T. & Co.
Tijmahi, Dut. s.s., 2,449, J. N. Bonman, 20th April—Macassar 4th April, and Batavia 20th April, Gen.—J. C. J. L.
Tungus, Nor. s.s., 1,039, G. F. Krogle, 26th April—Saigon 21st April, Rice—H. A. L.
Yedo Maru, Jap. s.s., 3,227, T. Hamada, 20th April—Moi 23rd April, Coal—M. B. K.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 18th April—Manila 25th April, Gen.—B. & Co.

Steamers Expected.

Zafiro, Br. s.s., 1,619, R. Rodger, 2nd April—Manila 25th April, Hemp and Sugar—S. T. & Co.
Zillah, Br. s.s., 3,426, Peart, 26th April—Xmas Island 17th April, Phosphates—M. B. K.

Steamers Expected.

Nippon Maru, Jap. s.s., T. K. K. May 1
P. Sigimud, Manila, M. & Co. May 1
Kumang, Singapore, J. M. & Co. May 3
Indien, Shihoseki, M. & Co. May 3
Moyori Maru, Singapore, J. N. Y. K. May 3
Yuruk, Japan, M. & Co. May 4
Benary, Singapore, G. L. & Co. May 5
Emp. of China, Japan, C. P. R. Co. May 5
Buelow, Japan, N. Y. & Co. May 5
Asia, Japan, N. Y. & Co. May 5
Capri, Singapore, J. C. & Co. May 7

Steamers Expected.

Zafiro, Br. s.s., 1,619, R. Rodger, 2nd April—Manila 25th April, Hemp and Sugar—S. T. & Co.
Zillah, Br. s.s., 3,426, Peart, 26th April—Xmas Island 17th April, Phosphates—M. B. K.

Steamers Expected.

Nippon Maru, Jap. s.s., T. K. K. May 1
P. Sigimud, Manila, M. & Co. May 1
Kumang, Singapore, J. M. & Co. May 3
Indien, Shihoseki, M. & Co. May 3
Moyori Maru, Singapore, J. N. Y. K. May 3
Yuruk, Japan, M. & Co. May 4
Benary, Singapore, G. L. & Co. May 5
Emp. of China, Japan, C. P. R. Co. May 5
Buelow, Japan, N. Y. & Co. May 5
Asia, Japan, N. Y. & Co. May 5
Capri, Singapore, J. C. & Co. May 7

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Kumang, Singapore, J. M. & Co. May 3
Indien, Shihoseki, M. & Co. May 3
Moyori Maru, Singapore, J. N. Y. K. May 3
Yuruk, Japan, M. & Co. May 4
Benary, Singapore, G. L. & Co. May 5
Emp. of China, Japan, C. P. R. Co. May 5
Buelow, Japan, N. Y. & Co. May 5
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Indien, Shihoseki, M. & Co. May 3
Moyori Maru, Singapore, J. N. Y. K. May 3
Yuruk, Japan, M. & Co. May 4
Benary, Singapore, G. L. & Co. May 5
Emp. of China, Japan, C. P. R. Co. May 5
Buelow, Japan, N. Y. & Co. May 5
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Benary, Singapore, G. L. & Co. May 5
Emp. of China, Japan, C. P. R. Co. May 5
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